

MINUTES OF THE MEETING

July 15, 1999

Projects Reviewed

Downtown Wayfinding Project
Downtown Urban Design Strategy
Waterfront South — Colman Dock Expansion
State Route 519 Intermodal Access
Thornton Creek Watershed Environmental Learning Center

Convened: 8:30am

Adjourned: 3:00pm

Commissioners Present

Rick Sundberg
Moe Batra
Jeff Girvin
Nora Jaso
Jon Layzer

Staff Present

John Rahaim
Peter Aylsworth
Rebecca Walls

071599.1 Project: **Downtown Wayfinding Project**
 Phase: Briefing
 Previous Reviews: March 18, 1999; January 28, 1999; November 19, 1998

Presenters: Jeff Bender, Seattle Transportation
 Jon Bentz, Jon Bentz Design
 Ethan Melone, Strategic Planning Office
 Kenichi Nakano, Nakano-Associates

Attendees: Sam Bennett, Daily Journal of Commerce
 Marty Curry, Seattle Planning Commission
 Noelle Million, Seattle Transportation
 Cheryl Sizov, Light Rail Review Panel

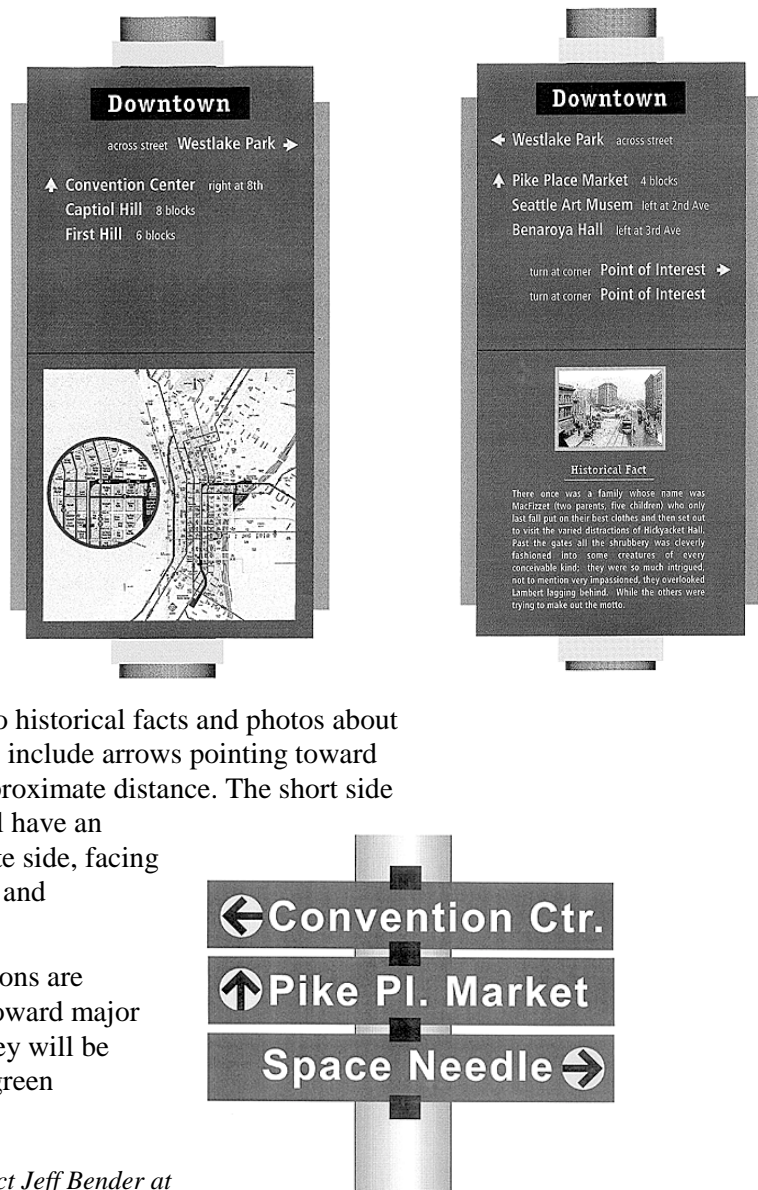
Time: 1 hr. (SDC Ref. # DC00005)

Since the previous Commission review the scope of the demonstration project, located in the Pike-Pine corridor, has been revised with the following changes. The blade-sign design for pedestrian signage has been changed to mid-block box signs. The parking regulatory sign consolidation component has been eliminated from the demonstration project and postponed until the next phase of work in 2000. Also part of the demonstration project is the design of vehicular signage with major public destination names and increased coordination with the DSA Parking Sign Program.

The newly designed box signs, made of porcelain coated steel, will be attached at mid-block to light poles, most of which are existing. The two long sides of each rectangular box will have information ranging from a downtown destination map to historical facts and photos about various downtown areas. The signs will also include arrows pointing toward major public destinations along with the approximate distance. The short side of each rectangular box facing the street will have an artist-commissioned mural while the opposite side, facing the sidewalk, will have international images and information.

The vehicular signs showing major destinations are intended to give drivers general directions toward major destination areas and public institutions. They will be attached to signal light poles and will have green backgrounds with white letters.

For more information about this project contact Jeff Bender at Seattle Transportation, 684-8837.



Discussion:

- Jaso:** The basic “P” symbol for parking could be adapted to fit various parking programs while remaining a standard element for wayfinding. What typeface is used on the signs and what is the rationale behind the color selections?
- Bentz:** The typeface font shown is only a placeholder, but is very similar to the actual font. For the street signs, we plan to use the font “clear view” that is currently being revised from the existing highway standard typeface. For the pedestrian signs, we plan to use “humanist 777” which is a common, easy to read font with many weight variations available. For the *Historical Fact* portions of the pedestrian signs we plan to use “officina” which is an old-looking font that adds a timeless quality to the signs without being trendy. We are using the same utility fonts as Sound Transit. The color scheme is deliberately conservative and simple with rich, vivid colors that aren’t too overpowering. The signs will be made of high-quality materials.
- Bender:** The stakeholders like the signs so much that they want to purchase the rights to have them installed in front of their businesses.
- Batra:** What is the framework element at the top of the boxes?
- Bentz:** That is a place holder for a cast piece of artwork that will identify the various neighborhoods.
- Jaso:** Perhaps the collar piece itself could be cast with a relief that is a neighborhood identifier. I don’t recommend additional figurine type elements on top of the sign boxes. I like the simplicity of the scheme as it is and wouldn’t want any artwork to contradict it.
- Sundberg:** I think the pedestrian information should be the most important and emphasized element with the neighborhood identification element second. I also like the simplicity and clarity of this project.
- Batra:** This is a great design. Is there a Seattle City logo anywhere that identifies it with the City?
- Bentz:** Not at this point. If the city ever changed its logo, we would have to redo all the signs. The logo could be placed like a seal at the bottom of the boxes. The logo could also be placed somewhere within the cartography portion that would be easiest to replace or change.
- Jaso:** The name SEATTLE could also be screened back behind the name of the neighborhoods at the top of the boxes.
- Girvin:** The key is simplicity. The signs already infer that it is Seattle by the location names that are specific to Seattle, such as Westlake or Seattle Center. This is a great start.
- Sizov:** How will you deal with the neighborhood destinations not shown on the signs?
- Bentz:** The maps will show the major public places within each neighborhood. We are keeping the destinations focused on public or non-commercial places.
- Jaso:** Have you explored using different colors to emphasize the square geometry of the box layout? I recommend including fictional stories, as well as factual ones, in the historic pieces to make them even more entertaining. Have you discussed the issues of community postings or information kiosks?
- Bentz:** There has been some discussion of community posting issues. There isn’t enough room on these boxes. The information kiosks may be part of Phase II.
- Jaso:** It is important that all these elements be integrated and consolidated into one useful system.

Rahaim: How street furniture is integrated into the system will also need to be addressed in Phase II. This project needs to be well coordinated with METRO and their signage.

Bentz: That coordination has already begun. The base maps for the destination locations are the same on METRO uses.

Layzer: I like the simplified approach without additional add-on elements. I urge you to stand firm on the issue of showing non-commercial destinations only. Since building names change often, I encourage you to explore alternatives to specific destination names, such as Safeco Field, that are more generic. For example the signs could point toward the “stadiums” without actually being specific. I am concerned to hear that the sign consolidation and removal efforts were removed from the Phase I scope. It is a complex, but critical, element of this project and I strongly recommend that it be done at the beginning of Phase II.

Melone: We can present the Phase II scope to the Commission later this fall.

Action: **The Commission appreciates the thorough presentation and supports the direction of the project.**

- **The Commission encourages continued refinement and simplicity;**
- **supports the exclusion of commercial destinations and the focus on public, non-commercial places;**
- **considers the consolidation and removal of excess signs a high priority, critical to the success of the project, and recommends that it be done early in Phase II;**
- **appreciates the incorporation of art on the sign boxes;**
- **encourages continued collaboration and integration of neighborhood signage programs, such as the Waterfront banners;**
- **requests a briefing, including the Phase II scope, after the demonstration project is complete to evaluate its success and potential improvements prior to Phase II.**
- **requests that detailed information regarding the sign boxes, art, colors, etc. be provided to Commission staff.**

071599.2 Project: **Downtown Urban Design Strategy**

Phase: Discussion

Presenters: John Rahaim, Seattle Design Commission

Attendees: Teresita Batayola, Strategic Planning Office

Marty Curry, Seattle Planning Commission

John Eskelin, Department of Neighborhoods

Ethan Melone, Strategic Planning Office

Kenichi Nakano, Nakano-Associates

Mike Podowski, Design Construction & Land Use

John Skelton, Design Construction & Land Use

Robert Scully, Department of Neighborhoods

Time: 1 hr. (SDC Ref. # DC00046)

The Downtown Urban Design Strategy is an opportunity for the City to develop a comprehensive strategy for how the downtown core develops in the near future. The strategy will integrate neighborhood plans, housing issues, Green Streets, conservation plans, and streetscape development with the “big picture” issues of urban form, open space, transportation, and edge conditions.

The first component of the strategy will be a Gap and Opportunity analysis to be completed at the end of 1999. This analysis will include a review of existing neighborhood plans and city policies and will identify opportunities and missing pieces that need to be addressed in the strategy.

Phase One of the project will establish the “big picture” context for eight individual components of the strategy. These components include the Denny Triangle, Waterfront, Streetscape, View Analysis, Green Streets, Conservation Plan, Street Vacation-Skybridge Policies, and a Communications Package. Phase Two of the strategy will pull these components together with implementation procedures and guidelines.

Discussion:

Jaso: The final policies resulting from this strategy are years away from being adopted. There should be an interim mechanism for implementing the strategy.

Curry: The Downtown Forum could be a venue for developing those interim policies.

Podowski: The forum is a good opportunity to set up interim policy. There are many other policies to consider, such as the Superbonus proposal and the Transfer of Development Credits (TDC) program.

Batayola: Housing is an important issue to consider in the Downtown Strategy. A downtown housing market analysis will examine the existing situation, needs, and affordability. The subsequent recommendations will be presented to City Council by the end of 1999.

Podowski: The Neighborhood Plans recommend using the Superbonus program as a pilot project in the commercial core.

Jaso: The Denny Triangle is an underdeveloped area that could be a place to explore alternatives. It could be an experimental regulation area for pilot projects and development standards.

Rahaim: I have been thinking of the Strategy as an umbrella project that would include major planning projects which concentrate on specific areas and issues.

- Curry:** It is important to develop clear objectives for the Strategy so that we don't lose sight of the larger issues that guide the project.
- Layzer:** Could you elaborate on the Superbonus program?
- Podowski:** The Superbonus program is a simpler bonus system that is added to the existing bonuses and is tied directly to housing. It allows for the base floor area to be increased if the applicant meets certain housing requirements. The existing bonus requirements must first be met in order to apply for this additional bonus.
- Jaso:** Why is low-income housing not part of the Superbonus system? How will the Superbonus affect the CAP?
- Podowski:** Housing analyses show that the city is meeting its goals for the number of low-income units. The CAP expires this year and applies to the height limit. The City Council can choose to change the height limit at any time.
- Eskelin:** Denny Triangle has a great opportunity to implement creative solutions to various problems. The neighborhood embraces opportunities for aggressive open space and streetscape development.
- Skelton:** Another issue to be considered in the Strategy is Green Streets. They have been identified and divided into four different categories. Various downtown streets have been designated according to these categories, yet they have never been defined. We don't know what a Green Street really is or what that means in terms of streetscape improvements. This could be a smaller aspect of the plan that can be easily grasped and that has ties to bonuses and TDC's.
- Rahaim:** Green Streets are an important issue right now. Marty Curry and I would like the Design and Planning Commissions to meet and scope out what needs to be done. Then we will meet with Seattle Transportation to develop the design features.
- Jaso:** This would be an appropriate issue for the forum to focus on. Different groups could spend a couple of days developing what Green Streets should be and then present their ideas at the end.
- Batayola:** Seattle Transportation is doing studies on various streets. There are legislative and policy issues as well as transportation and human services issues to be coordinated. Ethan Melone has been coordinating these issues so far without resources.
- Melone:** We are having a meeting on August 5th to discuss how these issues will be coordinated.
- Layzer:** Design and Planning Commission staff can develop policies for Green Streets, but the implementation aspect is still missing. Developers will be more willing to pay into a fund rather than deal with incremental implementation of a streetscape plan. We need to develop a mechanism, like a fund, for accomplishing these improvements.
- Skelton:** Setting up a fund might work, but there is the issue of spending the money within five years.
- Layzer:** Once the Strategy is in place we will know what to build and how to use the funding.
- Jaso:** Looking at national models for similar situations should be including in the research portion of the Gap Analysis. It is also important that the interim policies and regulations, implemented as pilot projects, are open to evaluation and change after the projects have been completed and analyzed.
- Curry:** It will be important to structure the forum as a series of events so that the smaller, more specific issues reinforce the big picture issues of urban design. At previous

downtown workshops principles were developed, but they were never taken to a level of implementation.

Rahaim: The Downtown Urban Center Planning Group (DUCPG), responsible for funding a portion of the Strategy, has some concerns that not enough time will be spent on the big picture issues up front. We need to look at these issues quickly in lieu of the current rate of development.

Layzer: The holistic urban design strategy needs to parallel and be integrated with specific projects.

Curry: Pilot projects will be good ways of testing specific aspects of the Strategy.

Rahaim: The project will also require some packaging and marketability in order to do fundraising and gain community support. Pilot projects will offer concrete examples of the Strategy in action.

Jaso: I like the Gap Analysis approach to the project, but it also needs to have a timeline of major downtown projects that may occur in the next three years.

Eskelin: The Strategic Planning Office has done a timeline of projects for the south downtown area. Funding for the project is a significant issue. I recommend that the fall forum serve as a introduction as well as a fundraising event. Commitments to contribute could be made at the end of the forum event.

Skelton: There is a perception among the public that the City spends an unequal amount of money in the downtown area. It is important that this project include aspects that can extend outside downtown such as funding mechanisms, station area planning, and various policies.

Layzer: The Gap Analysis should include a broad review of the neighborhood plans that analyses the major pieces. It should also consider how well the major pieces of various plans weave together and should include an inventory of incentives and management tools, both existing and potential.

Jaso: I recommend that one group at the forum deal with the existing bureaucratic barriers and legal issues that the project might face.

Melone: We need to identify the priorities for the project and identify city staff that will be committed to and responsible for each priority.

Skelton: There will be many jurisdictional issues with this project and any regulatory changes. Since regulatory authority is based on adopted legislation, we will need to decide where flexibility is desired so that the relevant legislation can be changed.

Action: **The Commission appreciates the discussion and thanks participants for their valuable input and interest in this project.**

071599.3 Project: **Waterfront South — Colman Dock Expansion**

Phase: Conceptual

Previous Review: November 6, 1997

Presenters: Dennis Haskell, Hewitt Architects
Tim King, Washington State Department of Transportation

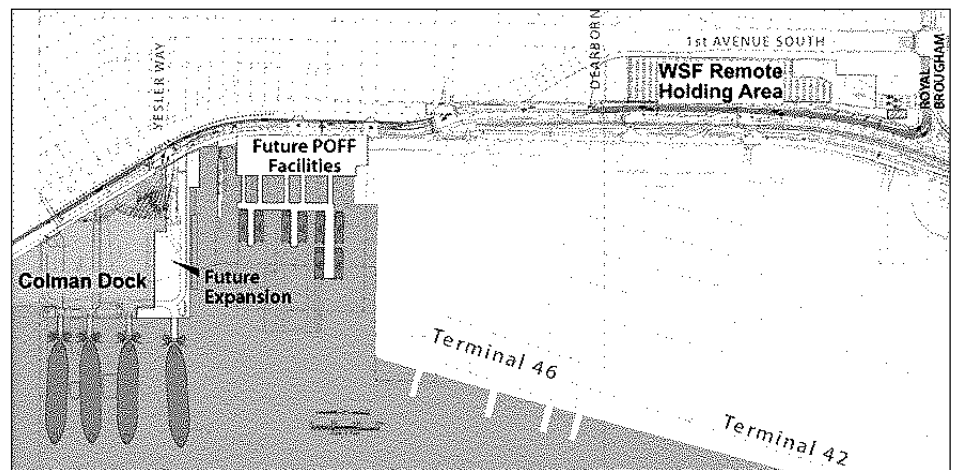
Attendees: Gregory Hill
Steve Pearce, Strategic Planning Office
Joe Taskey, Seattle Transportation
John Shaw, Design Construction & Land Use

Time: 1 hr. (SDC Ref. # DC00075)

Both the 1998 Waterfront South Master Plan and the ongoing Waterfront South EIS are being developed in coordination with the Port of Seattle, the City of Seattle, and King County Metro. Community outreach has focused on a citizens advisory committee (CAC) composed of community residents and activists, who represent a broad cross section of special interest groups concerned about the development of Seattle's waterfront. The CAC is an active committee that will comment on elements of the proposed designs throughout the planning process and well in advance of any final decisions. Active community involvement will help to identify "fatal flaws" early on, resulting in a long-range plan that meets community as well as agency approval.

The primary goal of the Waterfront South project is to create a regional transportation facility at Colman Dock. The facility would combine infrastructure improvements at Pier 48, Pier 50/52, and a remote holding area for vehicles immediately west of the Kingdome. The funding agencies recognize the need to make future upgrades in a way that preserves existing uses and accommodates future transportation growth.

A secondary goal of the Waterfront South project is to take full advantage of the revenue-generating potential of public sector capital investments.



The project also includes a number of transportation and quality of life objectives that range from minimizing life-cycle costs for facilities to providing high quality public access along the Seattle waterfront.

The Waterfront South Master Plan elements

- Expansion of the Colman Dock auto terminal facilities
- Expansion of the Colman Dock passenger only ferry (POF) terminal facilities
- Widening of Alaskan Way
- Construction of a remote holding area for automobiles
- Redevelopment of Pier 48
- Improvements to pedestrian and transit connections to the downtown
- Improvements to the Washington Street Public Boat Landing

- Streetscape improvements to Alaskan Way
- Sediment remediation as part of the project construction

The Waterfront South Master Plan alternatives

Multiple development scenarios for the Master Plan have been investigated and discussed amongst the funding agencies and the public. Three alternatives were ultimately identified to represent a reasonable range of development possibilities. The following elements are common to each of the master plan alternatives:

- Expand the auto holding area and include a fourth auto slip at Colman Dock
- Develop a new remote holding facility south of Colman Dock to store and sort traffic during peak periods
- Upgrade the existing Colman terminal building to accommodate future growth in the walk on passengers
- The major differences between the three master plan alternatives involved the physical layout and location of the POF facilities, and the type and magnitude of the development at Pier 48.

Since January 1999 the planning team has continued to refine the master plan alternatives to be analyzed as part of a programmatic Environmental Impact Statement (EIS) that will study the environmental impacts of implementing the long-range plan. The current focus of the design team is to expand multiple options associated with locating the POF terminal facilities south of Colman Dock on property currently owned by the Washington State Department of Natural Resources and the Port of Seattle.

EIS Options

Similar to the master plan alternatives, the EIS options currently being considered include common elements:

- Expanding the auto terminal at Colman Dock to accommodate current and future growth
- Upgrading existing terminal facilities at Colman Dock
- Improving pedestrian and transit linkages into downtown
- Expanding staging capabilities at a remote holding area (RHA) south of Colman Dock
- Improving the capacity of Alaskan Way to improve connections between the RHA and Colman Dock

Selective elements that are being considered in the planning process include:

- Transient small boat moorage at the Washington Street Public Boat landing
- Moorage for a historic vessel
- International ferry service to Victoria, British Columbia
- Commercial boat moorage adjacent to Pier 46
- Commercial retail development of the Pier 48 uplands

The three final options that move forward in the EIS process will include all of the common elements listed above, some of the selective elements, and a new passenger-only ferry terminal and maintenance facility at Pier 48. Three major options are shown in the accompanying graphic.

The environmental impact statement (EIS) scoping process closed on July 15. The project team is now consolidating the comments received and refining the alternatives that will ultimately be evaluated in the EIS. Once completed, the Waterfront South EIS will provide the framework for future expansion projects to be implemented as funding is identified.

For more information visit the Colman Dock web site at www.colmandock.com

Discussion:

- Jaso:** How will new users know to go to the off-site holding area first?
- King:** Through signage and police direction. It is how we currently operate. The majority of users already know the system.
- Haskell:** Communication is the key. Most users have other sources of information like brochures, internet web pages, or call-in voice messages that can communicate how the system works.
- Jaso:** What about a spontaneous driver that is downtown and decides to take a ferry?
- King:** The off-site parking is only used during peak times.
- Batra:** What is the capacity of the off-site parking area?
- King:** It can hold enough for one route, or three boat-loads. We explored the option of multi-level parking at the existing site. The problem is that the boats only load at dock level and cars would have to be brought down again before loading.
- Jaso:** How do view corridors impact the project?
- Haskell:** It is a policy for the whole waterfront that requires 30 percent of the total length of building be open for views of the water. Pedestrian circulation around the entire pier is also required.
- King:** These are common requirements and we see no problem meeting them.
- Jaso:** What is the Port commercial moorage area used for? What will happen to the artwork at “periscope park”?
- King:** The Port commercial moorage is primarily for fishing vessels. The Port owns the “periscope park” artwork.
- Haskell:** The artwork may be relocated.
- Jaso:** This may be a great opportunity to relocate such an important piece into a more prominent location.
- Jaso:** How can the historic pier shed structure be retained or preserved as part of the waterfront rhythm of pier sheds and open space?
- King:** There may be an opportunity to preserve or retain the east facade and a portion of the roof truss system of the Pier 48 shed. However, most of the shed will need to be removed.
- Batra:** Would the location of a historic vessel and the subsequent tourist traffic have negative impacts on ferry traffic circulation. Why not put the vessel in another waterfront location?
- King:** The City has shown a desire to locate a historic vessel here. It will probably attract more pedestrians than vehicular traffic. The access would work from Pier 48.
- Jaso:** How will transient moorage opportunities be affected?
- King:** The transient moorage area is not used very much and we hope that it is removed. We have serious concerns when untrained operators are mixed with trained professionals. There is potential for serious safety hazards. The Victoria Line does not plan to renew its lease with the Port after September.
- Jaso:** The historic vessel could be located near retail and public spaces as a public amenity.
- Layzer:** Have you explored alternatives with contra-flow traffic lanes on the west side of Alaskan Way?
- King:** We looked at that possibility, but the contra-flow lane would require barrier separation from the other lanes that would create additional obstacles for pedestrians and vehicles. One idea that has come up is to extend the shoreline out into the bay about 100 feet, with a newly established marine habitat, and move the pergola to the west. The pergola is a significant community icon, but its exact

location is not necessarily significant. By extending the shoreline out we would have plenty of room to develop a contra-flow lane on Alaskan Way. This is a rather extreme alternative, but it may be worth exploring.

Layzer: Moving the pergola is less of a preservation issue than preserving the historic pier shed rhythm of the waterfront. If the shoreline were pushed out to the west it would shift where that historic rhythm starts. It is crucial that this project reinforce the rhythm and pattern of the waterfront sheds.

Sundberg: There is also an important transition from the container shipping area to the waterfront pier sheds. The pier-water-pier-water rhythm is very important to the character of the waterfront.

Rahaim: Removing Pier 48 completely will create the largest open gap in the whole waterfront.

Haskell: All of the other piers along the waterfront will have, or may already have, the same problems with deterioration and material failure as Pier 48. I don't think that the current retail establishments will be enough to offset the costs of repair or restoring the existing piers.

King: We currently have funding to improve Colman Dock and to create the remote holding area. We also have some of the necessary funds to start the passenger-only program. It is probable that the all of these projects will be completed in eight years.

Hill: Is the remote holding area accepted as a necessary part of the ferry service? It is inconsistent with the City's policies and the neighborhood plans that discourage single-occupancy-vehicle (SOV) use. It makes sense to explore a very wide range of alternatives to the construction of an immense new surface parking lot in the Pioneer Square area.

Layzer: If a second pedestrian connection over Alaskan Way is considered, the Design Commission would be interested in reviewing it.

Action: **The Commission appreciates the clear presentation of a complex compilation of projects and makes the following comments and recommendations.**

- **The Commission encourages continued collaboration with waterfront stakeholders and community groups;**
- **Strongly recommends that the existing rhythm of historic pier sheds along the waterfront be maintained and encourages the design team to explore creative methods for preserving the integrity of the historic waterfront;**
- **Recommends further exploration of creative approaches for mitigating the remote holding area's urban design impact on the surrounding area; and**
- **Requests future presentations of a second pedestrian bridge over Alaskan Way if one is explored as a viable addition to the project.**

071599.4 Project: **Commission Business**

Action Items:

- A. MINUTES OF THE JULY 1ST MEETING: Approved as amended.

Discussion Items:

- B. LIGHT RAIL REVIEW PANEL UPDATE: The LRRP Scope Briefing Report is being completed and will be presented to the Commission at the August 5th meeting. The panel has been participating in the station area planning workshops and will begin reviewing conceptual phase work on the stations in August.
- C. CODE CHANGES FOR COMMISSISON: The Commission is currently finalizing the proposed code changes, including the addition of one Commissioner, that are to be presented to the City Council.
- D. MERRILL GARDENS: Commissioner Sundberg attended a recent Design Review Board meeting. The Commission will schedule a joint review of the project with the Design Review Board members and the full Commission.
- E. SKYBRIDGES: The “Design Center” may undertake the task of developing skybridge alternative criteria for developers to follow in exploring skybridge alternative options.
- F. HOTEL AT SEATTLE CENTER: Commissioner Jaso will attend the Design Review Board meeting regarding the Hilton Gardens hotel project at Seattle Center.
- G. KIOSKS: Rahaim reported on the issue of community information kiosks in neighborhoods. Commissioners suggested that the City pursue other alternatives to free-standing kiosks and develop guidelines for the review of community kiosk designs and locations.
- H. GREEN STREETS: Commissioners Foley and Girvin will be involved in developing definitions, guidelines, and implementation strategies for Green Streets.
- I. WEST POINT TREATMENT PLANT ARTICLE: The treatment plant was featured in *Landscape Architecture* (as a cover story).
- J. FUTURE DEPARTMENT HEAD BRIEFING: Rahaim reported.
- K. PEOPLE’S LODGE DRAFT EIS: Walls reported.
- L. STREET USE PERMIT: Walls reported.

071599.5 Project: **State Route 519 Intermodal Access**
 Phase: Schematic Briefing

Presenters: Sally Anderson, Landscape Architect: WSDOT
 Mark Clemmens, Seattle Transportation
 Bruce Nebbitt, Washington State Department of Transportation
 Steve Pearce, Strategic Planning Office
 Nina Roscow, Landscape Architect: WSDOT
 Alex Young, Bridge Architect: WSDOT

Attendees: Scott Hart, Washington State Department of Transportation
 Jill Marilley, Strategic Planning Office
 Cheryl Sizov, Light Rail Review Panel

Time: 1.5 hr. (SDC Ref. # DC00073)

The State Route (SR) 519 project will connect Interstate 90 with Alaskan Way and the waterfront via a couplet of street overpasses at Royal Brougham Way and Atlantic Street. The first phase of the project will be to construct the Atlantic Street overpass, with two-way traffic until the Royal Brougham overpass is completed. The Royal Brougham overpass will cross the railroad tracks and come down between Safeco Field and the new Exhibition Hall, reaching grade level east of Occidental Avenue.

The Royal Brougham overpass project schedule could not be coordinated with the Exhibition Hall, currently under construction. Efforts to locate the overpass ramp adjacent to the Hall failed and a local-access road for truck service and parking access will be constructed on the south side of the Hall. Given that the north ballpark sidewalk is already completed, the overpass location is limited to a total of 53 feet at the center of the right-of-way (ROW). Other issues to be resolved include the total number of lanes, traffic merging and parking garage access, event traffic patterns, and pedestrian circulation.

The two overpasses will have the character of city streets with sidewalks, street trees, and street lighting. Stairs will connect the Atlantic Street overpass down to a plaza at Fourth Avenue. Pedestrian access along Royal Brougham will be maintained via a bridge attached to the overpass that connects Fourth Avenue and the E-3 transit center with Occidental Avenue and the stadiums. The Mountains to Sound trail that currently ends at Beacon Hill will be extended along SR 519 over the tracks to the waterfront.

Discussion:

- Jaso:** Who would use the bridge besides Mountain to Sound trail users and transit riders?
- Pearce:** The bridge will connect the stadiums and waterfront to the E-3 bus transit center, the Royal Brougham Light Rail Station, as well as I-90 traffic.
- Clemmens:** There will be a vertical stair connection at Fourth Avenue and Royal Brougham Way so that anyone can cross the railroad tracks easily. We can present the design for the pedestrian bridge connected to SR 519 at a later date.
- Layzer:** The pedestrian connection between King Street Station, the commuter rail station, and Safeco Field seems to be more confusing.
- Clemmens:** Pedestrians will be able to access Safeco Field along the fire lane east of the football stadium.
- Pearce:** There is a possibility of a commuter rail station under the roof of Safeco Field.
- Batra:** Will drivers on SR 519 be distracted by views into the ballpark?

- Clemmens:** The elevations on the ramp as it passes Safeco Field are low enough that drivers won't be able to see into the stadium.
- Jaso:** How will the abutments be treated? Does the Washington State Department of Transportation have an arts program?
- Nebbitt:** There is no actual arts program. The Washington State Department of Transportation will design the entire project, including artistic enhancements.
- Layzer:** Is funding for the entire project available?
- Nebbitt:** We are currently about \$4 million short, but anticipate that the entire project will be funded.
- Layzer:** Given the compromises already made the pedestrian access components of the project are critical.
- Nebbitt:** At this point, all of the design elements and project components are important.
- Pearce:** Given the amount of people involved and complications of making any design changes, we will probably wait for additional funding rather than cut elements.
- Layzer:** I recommend that the east-west pedestrian connection across Occidental Avenue be established north of Royal Brougham Way.

The plaza located under the overpass at the intersection of Atlantic Street and Fourth Avenue is based conceptually on the history of the area as lower Duwamish shoreline. The plaza will have raised plant beds with seat walls, integrally colored concrete paving, and mosaics of sea creatures applied to the support columns in the plaza. The forms displayed in the paving pattern depict sand spits and small inter-tidal waves. The "sand spit" paving pattern will indicate a path from the bus loading zone to the stairs leading up to the overpass sidewalk. Concrete cylinders will be configured as dock pilings to provide various seating arrangements.

Discussion:

- Batra:** Will public restrooms be installed near the plaza? It seems like an appropriate place to provide such a necessary public amenity.
- Roscow:** There are no restrooms in the project at this time.
- Layzer:** Is there any opportunity to capture the storm water runoff from the overpasses and utilize it to water the plantings?
- Hart:** The amount of runoff would be too great for the irrigation needs of the plant beds and there is no space in the area for detention.
- Layzer:** Isn't blue concrete incredibly expensive because it requires cobalt additive.
- Anderson:** The forms are the critical part of this design. The colors could be varied slightly. I haven't seen any cost increases based on the use of cobalt. The City's main concern is whether the colors are easy to repair or replace.
- Layzer:** The colors appear too bright and vivid. I encourage you to double-check the cost.
- Jaso:** I am troubled by the concept and the way the art elements are limited to one specific site. The art component could rather be a series of elements throughout the stadium area that link various sites and provide continuity. I see a missed opportunity and lack of integration between the shape of the planters and the shape of the environment under the bridge. It appears to be a very two-dimensional approach that lacks depth. It seems to be a marine snapshot in the middle of an industrial neighborhood. I encourage you to look at other examples of column treatment such as the barnacle-encrusted column at the Port of Seattle.
- Layzer:** There is a potential to make the bridge structure an integrated part of the design.
- Jaso:** There are many local artists experienced in working with utilities projects and tight budgets. This project is a major public investment and deserves a significant art component.

- Anderson:** The concept was to significantly enhance one space based on the history of the Duwamish area.
- Jaso:** The project's art component could integrate the entire pedestrian circulation system rather than ending abruptly at property lines.
- Roscow:** We have discussed various treatments of the support columns with the bridge designer.
- Sundberg:** I admire the Washington State Department of Transportation's intentions of developing a pedestrian amenity. The proposed plaza needs more refinement, integration, and subtlety. I encourage a more abstract exploration of what are now surface decorations. Integration of the columns, such as concrete form lines, may help integrate the plaza and the bridge. The bridge detail needs to fit within the context of the ballpark, without inspiration from the new exhibition hall.
- Young:** The bridge is conceptually divided into three segments; the ramp, the bridge, and the I-90 connection. We plan to use the same railing system that is around the King Street Station. It is a metal tube structure with simple decorative patterns. Your recommendations will help us to encourage a more aesthetic approach to the bridge design within the department.
- Sundberg:** I encourage you to consider the engagement of an artist consultant for the project that can meet your goals and aspirations. There are many qualified artists that understand the issues you are dealing with. I think the decorative railing should extend across the bridge to the stair and down to the street level.
- Pearce:** I like the decorative railing and agree that the railing should link the stair with the bridge sidewalk.
- Action:** **The Commission appreciates the comprehensive presentation and makes the following comments and recommendations.**
- **The Commission encourages locating the pedestrian connection across Occidental Avenue north of Royal Brougham Way;**
 - **recommends that the pedestrian connections between King Street Station and Safeco Field be further developed and enhanced;**
 - **appreciates the development of pedestrian amenities, but recommends that an artist be engaged to develop an integrated art concept for the plaza and streetscape elements for the project;**
 - **encourages the installation of the decorative railing system similar to the existing railing around King Street Station; and**
 - **recommends that the decorative railing be extended across the bridge to the stairs and down to the street level.**

071599.6 Project: **Thornton Creek Watershed Environmental Learning Center**

Phase: Pre-Design

Previous Review: December 3, 1998

Associated Project: Meadowbrook Pond

Presenters: Pamela Miller, Seattle Public Utilities

Paul Sorensen, The Portico Group

Attendees: Lucia Athens,

John Chiodo, The Portico Group

Mary Estes, The Portico Group

Linda Regan, Crosswind Production

Time: .5 hr. (SDC Ref. # DC00017)

The Thornton Creek Watershed Environmental Learning Center (ELC) will be located on a site adjacent to the existing Meadowbrook Pond site. The project currently includes the construction of a new education facility, a path connecting to the pond, and gardens with educational elements along the path. The site is relatively long and narrow, with mature trees and vegetation, and the new facilities will be located at the north end approximately 650 feet from the pond site. The new ELC facility will incorporate “green” design concepts and principles of conservation. Four public workshops have been held to discuss a broad range of issues. A list of over 300 ideas and community desires has been prioritized into a working list. The actual program will be further defined at the next public workshop.

Discussion:

Jaso: Will the Nathan Hale School trailers remain at the site?

Miller: They may remain for a long time.

Batra: Will the access to the pond be on a trail within the site or along 36th Avenue?

Miller: We would like to have a trail through the site with gardens along the way. It is a distance of about 650 feet between the new facility site and the pond. We are also developing a new entry to the site from 35th Avenue via newly acquired property.

Estes: The trail will also have small learning centers in conjunction with small gardens.

Athens: We are looking at this project as an example of sustainable building design and hope to apply the LEED Green Building Rating system to the facility although it is geared toward larger buildings. This project may also incorporate innovations in drainage and waste-water handling and interpretive ESA elements that encourage behavioral changes that will improve salmon habitats.

Miller: We plan to do the site work as soon as possible, but the building will require more research and will be completed later. We hope that it will set the standard for future environmental Learning Centers.

Action: **The Commission appreciates the thorough presentation and looks forward to further reviews of the buildings and site development.**